

Today's Advertisements.

PHRENOLOGY AND SCIENTIFIC PALMISTRY.

MRS. JOSEFA NORTH, Phrenologist and Scientific Palmist, has returned to Hongkong FOR A SHORT SEASON ONLY. Consultations daily between 10 A.M. and 6 P.M. at HONGKONG 107, Room No. 175. Advice in Business, Health and Marriage. Evening Parties and "At Home" attended. W. S. GIVEN, Manager.

Hongkong, 7th May, 1898.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO. THE Company's Chartered Steamship

"NANYANG." Captain Lehmann, will be despatched for the above Ports on TUESDAY, the 8th instant at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers. Hongkong, 7th May, 1898.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURACHI, ADEN, SUZ, PORT SAID, VENICE, FIUME, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, ADRIATIC, AND SOUTH AFRICAN PORTS).

THE Company's Steamship

"TRIESTE." Captain A. Gilt, will be despatched as above on FRIDAY, the 13th instant, P.M. Silk and Valuable are transhipped at Bombay by an accelerated liner.

For information as to Passage and Freight, apply to SANDER, WILDER & Co., Agents. Hongkong, 7th May, 1898.

Intimations.

DAKIN, CRICKSHANK & COMPANY, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER. LEMONADE. GINGER ALE. SASSAPARILLA. RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

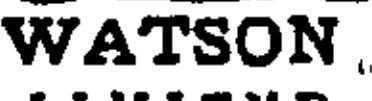
Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. THE SCOTCH WHISKY "JAMES WATSON & CO." is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LTD. THE HONGKONG DISPENSARY. Hongkong, 4th December, 1897.

BIRTHS.

At Kuching, Sarawak, on the 31st April, the wife of C. D. HARVEY, of a daughter.

At Osaka, on the 23d April, the wife of GAVIN ALKANDER F. ARIST, of a son.

On the 25th April, at Yokohama, the wife of R. PRITZER, of a daughter.

DEATH.

On the 25th April, at No. 30, Sophia Road, Singapore, ELIZABETH CHARLOTTE, wife of Thomas Francis Bacon, of Selangor.

THE HONGKONG TELEGRAPH

HONGKONG, SATURDAY, MAY 7, 1898.

NOTES AND COMMENTS.

Now that the long looked for news of the Battle of Manila Bay has at length arrived we cordially congratulate the Americans upon their Victory, and at the same time congratulate the Spaniards upon the bold fight they made. Victory cannot come to both sides and a well fought action always deserves praise and the Americans by no means deny to their brave opponents who made such a heroic stand against them.

The unusually unfortunate circumstances attending the death of Mr. PATTON, cannot but call to mind the fulsome flattery that was poured out on Mr. H.E. WOODHOUSE, C.M.G., when he left Hongkong a few weeks ago. We must not lay Mr. PATTON's death at Mr. WOODHOUSE's door, we must not be understood to hint at any such inference, but we can and do express the opinion that Mr. PATTON was unjustly sentenced by Mr. WOODHOUSE, and that the whole history of Mr. WOODHOUSE's career on the bench is far from justifying the eulogies paid to him, as to "fine judgment, tact, knowledge of law and of human nature." In these things he certainly was not phenomenally brilliant; his best friends cannot truly say that he excelled in any of these things. The real reason why he got on at all in the Service was that he was the nephew of Lord Wootton. Not that we have anything to say in his absence that we would not say while he was here. His judgments were not once or twice, not occasionally in isolated instances, but far too frequently ridiculous and deplorable. He would reverse his own decisions so promptly as to suggest that he realised his own incompetence, and when he would not reverse them on application the higher court would. Besides the Magistracy he had been entrusted at various times with several other kinds of work and in all of them he was chiefly distinguished for incapacity. But he was his uncle's nephew. Why cannot we all have such uncles!

The *Courier de Saigon* has an interesting article on the two "sick men," China and Turkey, in course of which it makes some remarkable references to British policy. It says:—

Instead of being strong to resist attack, like the Turks, the Chinese ask nothing but to give up their arms to whoever is willing to take them. The Confucian philosophy eliminates the warlike fibre from the constitution of the race, and at the same time stunts that development of spirit which would lead to disinterested and self-denying patriotism, and would make great men and great nations. The illustrious Chinese sage made the mistake of thinking that, because self-denial depends on brutal means, therefore it is itself an unworthy thing. He has confused the brutality of the instrument and the nobility of the sentiment.

At the present day the interests of the whole world are threatened by one Empire, the British; the whole world consequently threatens to turn against that Empire. There was a time when Europe had to frame its policy so as to crush the dangerous power of the House of Austria. To-day the British Power must be broken; and in another half a century the danger will be the power of Russia.

In regard to China, the French writer is correct. China is the most peacefully-disposed country in the world. She has absolutely no designs upon anybody; she has no desire to push her trade outside her own borders. Her great object is to be left alone. Consequently she has neglected to develop her fighting capacity. And what is the result? Russia is slicing a large slice of her territory; Germany and France are plotting her spoliation as far as they dare. What would become of the British Empire, of England, of Hongkong, of the hearth and home of every man of us, if we did not keep stronger than any combination of Powers likely to be formed against us? It is very sad, but we must take human nature as we find it.

In regard to Britain it is regrettable that foreigners still live to mistake British aims. Britain never makes war, but carefully climbs down whenever war is threatened, although her fleets could sweep the seas. Britain never excludes aliens from her territories, although many lands are closed against the British. Have the French absolutely no sense of justice? Is it impossible for an Anglophobe to give credit where credit is due?

A correspondent complains to a contemporary that the *Hongkong Telegraph* frankly admitted Britain's need of an American alliance. If we have inadvertently spoken the truth too frankly we are ready to withdraw it and apologise. At the same time, it is not to be denied that the British sincerely desire such an alliance, though we are not very particular whether it is a stated alliance or only a tacit understanding; the latter already exists. Whether Britain "needs" it or not is a question that depends on the definition of "need;" the British Empire has survived for a time, and may struggle on some time longer, without the Yankee's support; perhaps even without their goodwill sometimes. But it is idle to quibble

about words. Whether necessary or not, the alliance is desirable on both sides. The British are not afraid to make the first offer; it is no loss of dignity, nor craving of charity, but a business proposal. We have enough business sense not to expect anything without adequate return; the Americans can take it or leave it, but it will have to come sooner or later. The two nations are already coupled by their foes. Just now, if any necessity exists at all, it is on the American side, for (though unlikely) there is no possibility in the suggestion of an Anti-Monroe coalition of Powers to help Spain. In the French Chamber of Deputies on March 26th M. GROSSIER, socialist, made a sweeping criticism of the foreign policy of the government; M. BARON, speaking in support of M. GROSSIER, introduced the Cuban question, and said:—

"France cannot remain indifferent to the Spanish-American conflict and the monstrous encroachment of the Anglo-Saxon race on the Latin race."

The German attitude is well known; France and Germany did combine to check Japan, and they might try to check America, but for Britain. Deny it who will, it is true nevertheless:

TELEGRAMS.

REUTER'S MESSAGES.

THE AMERICAN-SPANISH WAR

LONDON, May 4th. The whereabouts of the Spanish Atlantic fleet is still unknown but according to the latest news the combined fleets are assembling at Cadix.

REBELLION IN SIERRA LEONE.

A disturbance has broken out at Sierra Leone and now practically involves the whole colony. The traders' "factories" have been burned, and the native manager of the mission is massacred. The rebels are now close to Freetown. Reinforcements have been despatched and H.M.S. *Blake* has left Gibraltar to land a naval brigade at Freetown.

JAPANESE TELEGRAMS.

["Kobe Chronicle" Trans.]

PEKING, April 26th.

Mr. Yano, the Japanese Minister to Peking, has obtained the following concessions from the Chinese Government:—

1.—That so part of Fukien province shall at any time be either leased or transferred to any foreign Power.

2.—That the prohibition of the export of rice from China shall be removed in case of the failure of crops in Japan.

3.—That facilities be given for the opening of mines by Japanese in partnership with Chinese subjects.

No objection has been raised to this arrangement by the other Powers.

TOKYO, April 26th.

Sir Charles Mitchell, Governor of the Straits Settlements and Lady Mitchell were entertained at the British Legation last night, when Marquis Ito and all the other Ministers were present.

Sir Charles and Lady Mitchell have been invited by the Emperor and Empress to the Cherry Blossom Party at the Hami Palace on the 28th inst.

TOKYO, April 24th.

The Specie Bank has taken up Chinese loan bonds to the amount of ¥4,000,000. It is believed the Bank represents the Japanese Government.

TOKYO, April 23d.

The British warships now lying at Choochow number 27, including the *Cathartes*. The *Nicola* and seven or eight other Russian warships are at Port Arthur. It is reported that the Russians are closely watching the movements of the British squadron.

YAMAGUCHI, April 23d.

The 2nd year students of the Iwakuni Middle School have made a disturbance and destroyed the class-rooms on account of discontent with the teachers.

LOCAL AND GENERAL.

A BOY named Mak Tak was to-day sent to the Reformatory for two years for cutting another boy, with whom he had quarrelled, on the elbow with a knife.

WHEN charged with assaulting a schoolboy by slapping his face and also with being drunk and disorderly, a Portuguese sailor named Jap today said he knew nothing about it. A constable said he was striking out at everybody who passed him. He was fined \$10, in default one month.

CAPTAIN Hastings had a "full hand" at the Magistracy to-day and the odours of the place were in full bloom. Fortunately the cases were not long or important ones and the worthy P. M. got them off with excellent dispatch, and the sufferings of those who had to attend were correspondingly lessened.

THE Compania Transatlantica, of Cadix and Barcelona, whose steamers have been taken up by the Spanish Government, has a magnificent fleet of nearly forty vessels. Those of over 3,000 tons net are the *Alfonso XII*, 3,418; *Alfonso XIII*, 3,585; *Buenos Ayres*, 3,755; *Colón*, 3,945; *Covadonga*, 3,331; *Isa de Madagasco*, 3,335; *Lion XIII*, 3,573; *Magallanes*, 3,551; *Montevideo*, 3,675; and *San Fernando*, 3,332. All these are net register.

SEVEN Japanese sailors were to-day charged with disorderly conduct on a sampan and with causing loss of property. It seems that last night at about 10.30 four of the defendants took a sampan from Old Victoria Wharf to board their ship. Another sampan came up with them when off the Tamar and a squabble ensued. The four men captured the sampan and a boat from the Tamar picked the people up. The last three defendants were also taken to the wharf, they being concerned in the row. All were handed over to P.C. 16 who came off in a sampan when he heard the cries of "Save life." Captain Hastings found the first four responsible and fined them \$4 each and ordered them to pay \$4 each to the boatman as compensation. The others were discharged.

BATTLE OF MANILA BAY.

SPANISH SQUADRON DESTROYED.

PIERCE FUSILLADE.

MANILA CITY NOT YET TAKEN.

REPORTED SURRENDER PREMATURE.

SHARP FIGHTING.

The U.S. revenue cruiser *Eugene McCall* arrived to-day, and the Captain and all on board had strict orders to give no information to anybody; but accidents will happen, and murder will not. Never mind how we got it; this is the story of the battle.

In the first place the telegram announcing the capitulation of Manila is untrue. The origin of it may perhaps be traced to the rebels, if we remember that when attacking Bolinao in February the rebels wished to wire to the world the fall of Spanish power in the Philippines. If they wished it then, they would probably do it now if they could; and apparently they have managed. Anyhow, the fact is that Manila at the time the *McCall* left had not yet surrendered, and the city had not been attacked, although the fleet and forts had been annihilated.

On Saturday night, 30th April, the American fleet sailed into the southern channel, between the islets of Caballo and Fraille (the Horse and the Friar). The night was rather bright moonlight, and although there were no search lights, and although the ships were painted very dull grey, they were seen when about half through. The island forts opened fire and the American ships replied, but did not stay nor alter their course, and very soon the ships were out of range; the impregnable forts were simply snubbed, and calmly ignored. The American squadron sailed straight up the bay and circled about off the city of Manila until daylight, but found no Spanish fleet there. As daylight dawned the Spanish forts were sighted off the strongly fortified harbour of Cavite, about eight miles from the city of Manila. The Americans closed up and gave battle at once. The American squadron went in line ahead about four or five ships' lengths apart at moderate speed. The Spaniards had ten vessels altogether, the flagship *Reina Christina*, *Castilla*, *Don Antonio de Ulloa*, *Isa de Cuba*, *Isa de Luçon*, and four smaller gun-boats; the Spanish mail steamer *Mindanao* was with them, having been roughly fitted up as a cruiser with a few guns. The Spaniards were drawn up in line, backed and flanked by the batteries of Cavite, the *Castilla* was moored head and stern and the other ships were under steam but were keeping their position as much as possible. The Spaniards were the first to open fire when the range was too great for any practical use. The Americans held their fire until about two miles and a half away, when the leading ship of the line, the *Olympia*, as she led the way across the front of the Spaniards, let go a whole broadside and her four big turret guns; the others came after her in Indian file and did the same, parading in front of the Spaniards and letting drive as each passed, except, of course, the *McCall*, *Narwhal*, and *Zephyr*, which stayed at a comparatively safe distance, though not quite out of range, for a few shots fell around them. The Spaniards did not come out at all, but kept their line as near as they could, while the Americans steamed up and down across their front, backwards and forwards, broadsiding all the time. The range was too long for the Spanish gunnery to be at all effective. The Spaniards are notoriously duffers at artillery, according to all the traditions of warfare, and their guns are poor compared with the modern weapons of the Americans. The Americans were particularly pleased with this, their first experience of serious work with modern artillery. They found that they were able to keep up a remarkably rapid fire with greater accuracy than is usually expected. The sides of each vessel were simply a continuous sheet of flame, an unbroken stream of shot and all pouring into the enemy and finding mark almost every time. Six times the American ships filed across the front of the Spanish position. Then they hauled off for breakfast, having already done enough to assure victory. The *Castilla* was on fire and must have been in a sinking state. The *Reina Christina* had her engine room wrecked and later in the day these two vessels burnt to bits by the edge. The smaller vessels were driven behind the Cavite mole and breakwater, the *Mindanao* was run ashore, and a torpedo-boat which tried to steal out into the offing and attack the three non-combatant vessels *McCall*, *Narwhal*, and *Zephyr*, was simply blown to bits by quick-firing guns and only just managed to reach shallow water.

After breakfasting and reviewing the general condition of the ships Commodore

Dewey brought his fleet back into action. The Spanish squadron was practically not worthy of further notice but the forts at Cavite still had to be reduced. Close-range peppering for 30 minutes sufficed to silence every gun on shore. Still the cruiser *Don Antonio de Ulloa*, with a bravery which cannot be too highly eulogised, kept the flag of *Castilla* flying proudly, determined to die fighting. The decks were swept of every living creature but the lower guns still spat out their defiance with a desperate bravery worthy of the brightest traditions of Old Spain. The Americans could not but admire the heroic spirit displayed; but they had to go on killing, for war has its stern necessities, and the brave men of the *Ulloa* went down with her. The hull was riddled like a sieve and the flag was still flying as she sank, carrying with her, living and dead, as brave men as any that were ever sacrificed in battle in the history of the world.

This disposed of all the combatants, and the American Commodore ordered in his light-draught vessels to apply the finishing touches and destroy the Navy Yard and whatever small craft there might be of a nature to give trouble. The *Concord*, *Pitt*, and *Raleigh* were detailed for this duty, but the last named, drawing 20 feet, stuck in the mud twice and had to leave the work to the two smaller boats. The Spaniards, however, had very little left for the victors to destroy. The gunboats inside the mole were either burned or sunk, some by the enemy and probably some by their own crews, there is no telling which. The Arsenal had been shelled to pieces, burnt, and altogether almost obliterated. The American gunboats finding nothing else in the way of resistance and seeing that the Spanish flag had been hauled down at Cavite, put up a signal announcing to their Commodore that the enemy had surrendered, an announcement which, as might be expected, was greeted with furious cheering from all the ships.

It was a remarkable victory, from the fact that not a single man was killed or seriously wounded on the American side nor a ship injured. Six men were slightly hurt on the *Baltimore* by an explosion of ammunition on the upper deck, while on the other hand the Spaniards estimated their loss at about 1,000 killed and wounded. The *Reina Christina*, *Castilla* and *Don Antonio de Ulloa* accounted for the bulk of the losses. The *Christina* had, besides the Spanish Commodore wounded, her Captain, one lieutenant, the chaplain and a midshipman killed by a single shell wrecking her bridge, and 80 men killed and 60 wounded, throughout the action. The *Castilla* had 110 killed and wounded. The *Don Antonio* went down with all hands and the shore batteries suffered very badly, though there is no account of their exact loss. This is a remarkable instance of the advantage of long-range fighting to the side that is best in its artillery and in its marksmanship. A short-range fight must have cost the Americans some loss of life, but as the Japanese did with the Chinese the Americans did with the Spanish, maintaining a distance which kept themselves comparatively safe while deadly to the enemy.

The operations above described occupied the greater part of the day, and late in the afternoon the American squadron anchored off the city of Manila, the *Boston* and *Concord* being told off to keep a lookout at Cavite. Efforts were made to induce the authorities ashore to capitulate without the necessity of a bombardment. Already Commodore Dewey had strained a point to spare the city, for in the early morning, before the naval action a battery of ten-inch guns at Manila itself opened fire at the American ships as they went to meet the Spaniards at Cavite. It was nothing but the generosity and merciful disposition of the United States Commander which spared the city from a reply which was fairly called for. During the naval action the same ten-inch battery at Manila kept launching shot and shell at long range among the American squadron without effect, but with the best intentions in the world. After the battle was over, this shore battery hoisted the white flag.

Next day, May 2nd, the *Raleigh* and *Baltimore* were sent to demand the surrender of the forts at the entrance of Manila Bay. This was arranged without any trouble, for resistance, of course, was utterly useless and would simply mean needless slaughter. On the 4th May, the Americans were in full occupation of Cavite and were doing the best they could for the sick and wounded Spaniards whom they found there. It was quite a surprise to most of the Spanish and Filipino to find that the description of the Americans as ruthless savages was utterly untrue, and that these "social excrecences" were really humane, courteous and sympathetic conquerors. Up to the time the *McCall* left Manila the terms of the surrender of the city had not been settled

and the Spaniards were still in possession, but negotiations were proceeding and there is every reason to anticipate that the surrender must have taken place yesterday or the day before.

To the kindness of Dr. KINDELSCHER, of the U.S. flagship *Olympia*, we are indebted for the following narrative of the operations of the American fleet:—

The doctor says the fleet left Mrs Bay on the 27th ult. for Manila, going first to Cape Bolinao. When on the coast of the Philippines and after looking in at Subig, the *Boston* and *Concord* were sent to reconnoitre in the vicinity of the entrance to Manila. Then the ships entered Manila Bay between midnight and 1 a.m. on Sunday, May 1st. The fleet entered in line, the *Olympia* leading, between El Fraille and Corregidor, in the Southern Channel, the former place having two 8-in. guns mounted, which the American fleet subsequently destroyed. Several shots were fired at the ships from the batteries on Pulo Caballo, a small island beyond El Fraille, but all carried high and missed. The *Boston* and *Raleigh* replied first. It was said that two torpedoes were fired at the fleet but nobody seems to have seen what became of them. The fleet then steamed slowly up the bay in line and finally circled round towards Cavite, the fight beginning at 5.30 a.m. on the 1st inst. The fleet made two circles, each ship firing in turn, the batteries and Spanish ships replying. There were about 11 Spanish ships off Cavite but they were not all fighting. The American ships drew off at 8 a.m. to allow the men time for breakfast and a council of war was held. At 10.30 a.m. two of the U.S. warships were ordered in to silence the batteries on a sandy point near Cavite and they did so. The Spanish ships mounted nearly as many guns as the American, and were well equipped. The only disadvantage they had was in the *Castilla* being a wooden vessel. No casualties occurred in the American crews but the Spanish suffered severely afloat and ashore. The *Boston* was struck by a shot which set one of the officers' rooms on fire. The *Baltimore* had a ricochet shell fall on her deck, but it was spent and did no damage. The *Pitt* and *Concord* were not hit, but the *Olympia* was hit 13 times altogether. The American sailors "worked" their guns very well, and acted just as coolly as if at target practice. A number of hospital patients (Spaniards) were taken from Cavite by an American tug and conveyed to Manila. The Spaniards are described as fighting their ships and forts very well.

It is reported that a Spanish gunboat a few days ago captured a small coal-laden American sailing ship off Iloilo. There was a small Spanish gunboat up the river at Manila, another at Iloilo and one at Bolinao when the *McCall* left, but no trouble was expected from them. Admiral Dewey sent in an ultimatum to the Spanish authorities, that if any more shots were fired at the fleet he would bombard the town.

Our courteous and well-posted informant, Dr. KINDELSCHER, is returning to the States by the next American mail steamer.

The *McCall* made the journey from Manila to Hongkong in the fast time of 48 hours.

Messrs. Benjamin, Kelly and Potts' *Weekly Share Report*, dated Hongkong, Friday, 6th May says:—After the heavy settlement, which passed off satisfactorily, a better tone has prevailed in the market, and several stocks have improved their position. Banks.—Hongkong and Shanghai Banks have improved their position and have been placed at 184, 185 and 186 per cent premium, the market closing firm with further buyers. The London rate is 245.15. Nationals remain unchanged. Marine Insurance.—With the exception of small lots of Canton, which have changed hands at 1440 and lately at 1335, there is no change to report in stocks under this heading. Fire Insurance.—Both Hongkong and China Firms are quiet with probable sellers at quotations. Shipping.—Hongkong, Canton and Macao Steamboats are still on offer at 168. Indo-China are much firmer, and share have been sold at 261, 262 and 263. Douglas Steamships have been dealt in small parcels at 38. Refiners.—China Sugars have advanced to 162, and close steady at the rate. Lard—jumped to 240 with sales and further buyers. Milling.—Firmness are firmer, and shares are sought for at 85. New Balmoral Preference have been taken off the market at 81. Jute—were wanted at 81.75. Great Eastern and Caledonian have changed hands at 83.60 and 83.70, and close with sales at the latter rate. Banks have been sold during the week at 271, 272, 273, 274, 275, 276, 277 and 278. Gold—have been sold at 240 tons of ore crushed, realized 2,450 ounces of melted gold. Silver—have been placed at 81. Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have been placed at 252 per cent premium. Kowloon Wharves are firm at 81.50. Hotels and Buildings.—Hongkong Lands have been sold at 875, and close with sellers. Hongkong's Estate have changed hands in small lots at 283 and 285. Cotton Mills.—No business to report. Miscellaneous.—A.S. Watsons have been placed at 211 and 212.50. Electric have been sold at 225. Tramways were sold at 100. Loss have been done at 107.

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Intimations.

NIPPON KUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAIRATA MARU.....	{ YOKOHAMA (DIRECT)	TUESDAY, 10th May, at 4 P.M.
IZUMI MARU.....	{ KOBE and YOKOHAMA	THURSDAY, 12th May, at 4 P.M.
SAGAMI MARU.....	{ VLADIVOSTOK, VIA SHANGHAI, CHIOO, CHERMULPO, NAGASAKI, FUSAN and GEMSAN.....	FRIDAY, 13th May, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 29th April, 1898.

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Hongkong, 15th March, 1898.

A CURE FOR ASTHMA!!! GRIMAULT'S INDIAN CIGARETTES

Authentic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMAULT & Co., Paris, Sold by all Chemists.

GRIMAULT'S Matico Capsules AND INJECTION

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges. These Capsules, unlike Copaluba, have not the inconvenience of producing Nausea.

MATICO INJECTION is used in recent MATICO CAPSULES in the more chronic cases.

GRIMAULT & Co., Paris, Sold by all Chemists.

Hotels.

THE KOWLOON HOTEL is now refitted and reopened as a thoroughly HIGH-CLASS HOTEL, with everything of the very best, Splendid Suburban Situation, Unrivalled in the Colony. Cuisine a Specialty: none to compare. Liquors of carefully selected quality. Billiard-tables and Bowling-alleys excellent.

J. W. OSBORNE, Proprietor.

April 2nd, 1898.

I SAY! HERE'S SOMETHING GOOD.

THE OLD MAINS ON DECK AGAIN AT THOMAS'S GRILL ROOMS.

WHAT'S THE MATTER WITH THIS TARIFF?—

BREAKFAST	\$ 0.55
TIPPIN	0.75
DINNER	1.00
3 MEALS DAILY (Monthly Rate)	40.00
1 TIPPIN	15.00
1 DINNER	20.00
TIPPIN & DINNER	30.00
BREAKFAST & TIPPIN	25.00
BREAKFAST & DINNER	28.00

BEST OF VIANDS SERVED IN THE BEST OF STYLES.

J. E. GOODCHILD, Manager.

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CON-NAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant. Favourable Arrangements made for Families and for Monthly or Extended Periods.

WILLIAMS, Proprietor & Manager.

Hongkong, 3rd April, 1898.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES,"

Captain Bathurst, will be despatched for the above Ports, TO-MORROW, the 8th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 7th May, 1898. [603]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Hodgins, will be despatched for the above Ports TO-MORROW, the 8th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 7th May, 1898. [603]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched for the above Ports on TUESDAY, the 10th Instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 3rd May, 1898. [593]

HAMBURG AMERICA LINE.

(EAST ASIATIC SERVICE)

FOR LONDON, HAMBURG AND ANTWERP.

(Taking Cargo at through rate to AMSTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

THE Company's Steamship

"ANDALUSIA,"

Captain Schöbter, will be despatched for the above Ports on TUESDAY, the 10th Instant, at 4 P.M., instead of as previously advertised.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 5th May, 1898. [596]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"

Captain Jackson, will be despatched as above on THURSDAY, the 12th May.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th April, 1898. [598]

EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, ROTTERDAM AND COPENHAGEN.

THE Company's Steamship

"SIAM,"

Captain C. Cold, will be despatched as above on or about the 14th May.

For Freight or Passage, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 26th April, 1898. [541]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"QUEEN MARGARET,"

will be despatched as above on or about the 25th May, 1898.

To be followed by S.S. "ST. NINIAN," on or about 15th June, 1898.

S.S. "CRAIGFARN," on or about 30th June, 1898.

For Freight, &c., apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 26th April, 1898. [485]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ENERGIA,"

will be despatched as above on or about the 25th May, 1898.

S.S. "AFRIDI"
| S.S. "PATRAN" |
| S.S. "MACDUFF" |

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 4th May, 1898. [355]

SAILING VESSELS.

FOR SAN FRANCISCO.

THE British Barque

"WEST YORK,"

W. L. Foster, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 7th March, 1898. [352]

FOR SAN FRANCISCO.

THE 100 A 1 British Ship

"IMBERHORNE,"

Lever, Master, Shortly expected here, will load for the above port and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 19th March, 1898. [414]

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Victoria | 3,107 | J. Truebridge ... | May 10.

Olympia | 2,503 | T. H. Dobson ... | May 21.

Arctica | 5,164 | J. Panten, R.N.R. | June 14.

Tacoma ... | 2,549 | A. Dixon ... | July 2.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Braemar | 3,501 | E. Porter ... | June 4.

Mogul ... | 3,054 | W. H. Wilgatt ... | June 18.

Columbia | 2,505 | A. Gow ... | July 9.

Braemar | 3,501 | E. Porter ... | Aug. 13.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 22nd April, 1898. [1]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain F. N. Tildard, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 14th Instant at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Supt.

Hongkong, 2nd May, 1898. [5]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON.

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prussia
| Sachsen |
| Bayern |
| Prins Heinrich ... | Wednesday | 17th Aug. |
| Darmstadt |
| Prussia |
| Sachsen |
| Bayern |
| Prins Heinrich ... | Wednesday | 14th Jan. 99. |

ON WEDNESDAY, the 25th day of May, 1898, at 9 A.M., the Company's Steamship "PREUSSEN," Captain R. Helms, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 23rd May. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 24th May, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 24th May. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

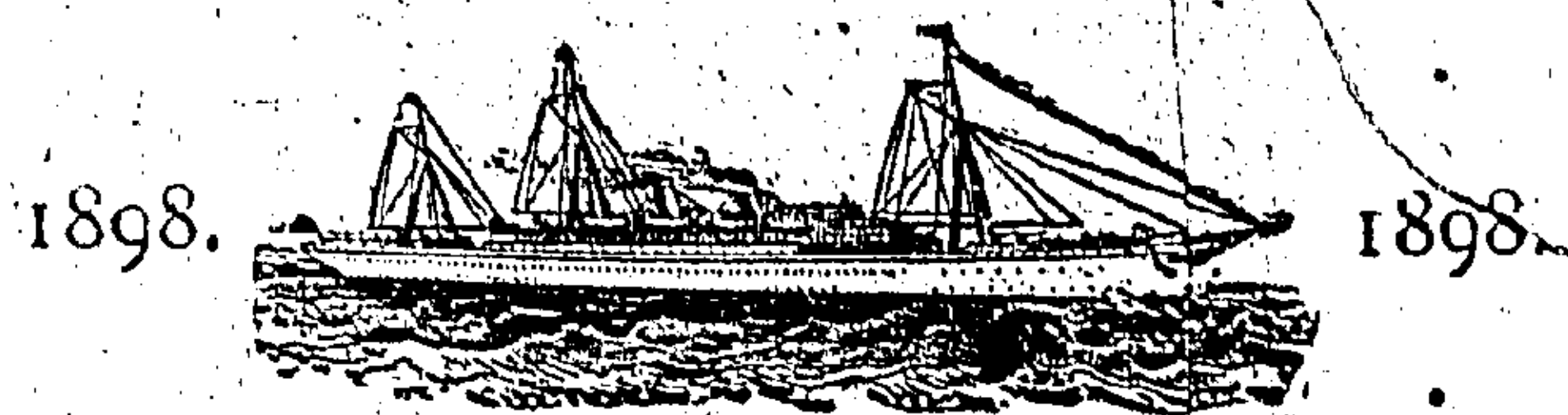
The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 27th April, 1898. [571]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 18th May, 1898.

EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R....WEDNESDAY, 8th June, 1898.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 19th June, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000, 1002, 1004, 1006, 1008, 1010, 1012, 1014, 1016, 1018, 1020, 1022, 1024, 1026, 1028, 1030, 1032, 1034, 1036, 1038, 1040, 1042, 1044, 1046, 1